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Research ✓

3 June 53

MEMORANDUM FOR: Inspector General

SUBJECT : Air Estimates

REFERENCE : Your memo of 26 May 1953, same subject

1. The allegation that the Chief of the Aircraft Branch, Industrial Division, OIR insists that his branch conform in its estimates on Soviet air strength to the estimates being made by the USAF is not true. The technical staff of the Aircraft Branch has developed independent techniques of estimation based on sound economic and mathematical reasoning which have been tested in the US aircraft industry and found to be valid within acceptable limits of error.
2. The three questions posed in paragraph 2 of reference memo would obviously require answer if the allegation stated were true. However, in spite of the fact that the allegation is not true, I propose to comment on the questions for academic interest only.

a. Obviously no useful purpose would accrue if estimates made by the Aircraft Branch were made to conform to USAF estimates without a clear indication that USAF had better and more reliable evidence to back its claims.

b. The Aircraft Branch, as well as all other branches of OIR, is concerned with the production of estimates on the total economy of the Soviet Bloc. The Aircraft Branch is not concerned with "Order of Battle Estimates" since this function is, and always has been, the province of the Service Intelligence components. The study of aircraft plants and production is an important component of the study of the total Soviet economy. Furthermore, the former Secretary of the Air Force asked Mr. Dulles, then DDCI, for the assistance of CIA in making independent estimates of the capabilities of potential enemies so that USAF would not have to base its budget on estimates made only by A-2.

c. I am not at all sure that the Aircraft Branch "by its very nature must conflict with Air Force estimates." Both USAF and CIA are seeking the best estimate of the capability of the Soviet Bloc and there is no reason why their estimates "must conflict." However, your point as to the advisability of having an AF officer heading up the Aircraft Branch is well taken. The history of recruitment for the position is an interesting one. On 10 May 1951, a recruitment request was submitted to Personnel for Chief, Aircraft Branch, Industrial Division. In the ensuing 20 months, 25 personnel files were reviewed in detail and an unknown number in general. On 1 September 1952, the present Branch Chief took over from [redacted] who was originally assigned to this position pending recruitment of a civilian. I

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NO CHANGE IN CLASS.

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MAY 27 1953

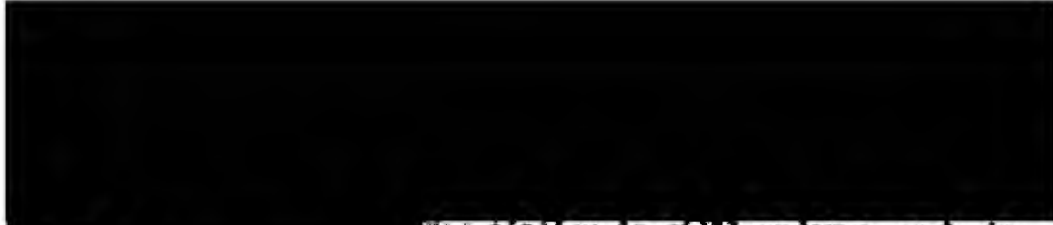
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Negotiation is still underway and, in addition, every potentially interesting file is being carefully reviewed in full recognition that the position of Chief of the Aircraft Branch should be filled by a civilian.

3. I trust that the above statements adequately answer your questions. If you should require further substantiation or justification of any of these statements, I shall be happy to furnish it.

*/s/*

ROBERT AMORY, JR.  
Deputy Director/Intelligence

OAD/RR

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